

THE "EDGAR" CALAMITY.

DETAILS OF THE ACCIDENT.

The following interesting details are taken from the *Shanghai Mercury* of 29th ult.:-

The details of the disaster which occurred at Chemulpo on the 13th inst., by the sinking of a platoon of H.M.S. *Edgar*, and the consequent drowning of forty-eight men, were brought to Shanghai by the Russian gunboat *Gremyatsky* this morning. The *Gremyatsky* was lying off Rose Island when the accident occurred and witnessed the sad affair, the struggles of the sailors struggling to swim against a strong current to reach the various men-of-war. Fortunately, the sinking of the boat was also witnessed by those on watch on the other men-of-war, and united efforts were promptly made to assist the sailors struggling in the water. It appears that on the morning of the 13th instant, a number of sailors were landed on Rose Island, which lies in front of Chemulpo Point, for gunnery drill. The weather was quite fine at the time, though a strong wind was blowing from the North-west. At half-past one, one party of the sailors, numbering 71 men and six officers, put off in a large sixteen-oared open pinnace to return to the *Edgar*. At this time the water was very rough, the tide meeting, and a strong wind blowing; it was also very cold, the thermometer registering eight degrees. Lying about eight cable lengths from the point of Rose Island, exactly opposite, was the French corvette *Willa*, heading the wind the men tried to pull the boat, proceeding first in the direction of the *Alger*, but the wind was too strong, the water too rough and there was a five-knot current running, consequently the sail was dropped. Whilst this was being done, the boat took a quantity of water on board. This impeded the progress of the boat, it being so heavily laden, and suddenly a wave broke over the boat and it filled immediately and sank at three cable lengths from the point of Rose Island. The boat sank about six cables north of the Russian gunboat *Koryeta*, and at about three cables south of this vessel was the *Edgar*. Thus the *Koryeta* was directly in the *Edgar's* line of sight of the accident and those on board the latter vessel felt to see the boat sink. About midway between the *Koryeta* and *Edgar*, a few cables eastward, was the *Gremyatsky*, and three cables south of her was the *Yorktown*. Thus the accident occurred at a point where the *Edgar* was directly in the line of sight of the *Koryeta*, and the latter vessel felt to see the boat sink. About midway between the *Koryeta* and *Edgar*, a few cables eastward, was the *Gremyatsky*, and three cables south of her was the *Yorktown*. Thus the accident occurred at a point where the *Edgar* was directly in the line of sight of the *Koryeta*, and the latter vessel felt to see the boat sink.

At the military control meetings this week for the first time, the new Imperial order was read, which not only prohibits the possession and circulation of revolutionary or Socialist literature within military barracks, but also prohibits their possession or circulation outside the barracks, even among soldiers belonging to the same regiments, and severe penalties are provided for contraventions of this order.

The Sunday, Wednesday and Thursday issues of the *Socialist organ*, *Vorwärts*, were seized by the police, and charges of *lese majeste* have been preferred against three of the editors of the paper. One of the incriminating articles was headed "Gnade Wemgnade Gebührt," directly attacking the Emperor for pardoning two police sergeants who brutally treated two citizens, and another article ridiculed the divine right theory. The case of the arrested editors is a satisfactory one, Prince Bismarck's condition is satisfactory, barring facial neuralgia and frequent insomnia, but a growing weakness of the whole body is perceptible, so the old statesman seldom ventures outside on foot.

The police have searched the home in Zealandor, close to Berlin, of Herr Schuman, the representative of an American newspaper, for treasonable literature, and have seized several papers. Schuman is a French subject and a former employee of the *Socialist* paper.

NEWS IN ADVANCE OF THE FRENCH MAIL.

LONDON November 2nd.

The general opinion expressed in official circles here is that if the European Powers tide over the present crisis without coming to hard knocks in some part of the world it will be a matter for sincere gratification and a decided triumph for the diplomacy of a peace-working nation.

Naturally, in view of the alarming rumors circulating everywhere, the European Powers have been badly affected, and as a result there has been a general "slump" in international securities. The newspapers here are a study to put on a bold front in the face of a situation which is labeled as "impossible" by even the most conservative people, but there is no getting away from the fact that Great Britain is more than likely to find herself in a state of freezing isolation. In the Far East her diplomats have been boldly and cleverly out-manoeuvred by those of Russia; and in the Armenian question it is feared that Russia and France are more than prepared to leave her in the lurch when it suits them.

Regarding the situation in the Far East, in the highest political circles in England, as well as among the European powers generally, no doubt exists that extensive conquests in Manchuria have been made by China to Russia.

Madagascar, too, promises to open up a troublesome problem in the near future in view of the nature of the French protectorate which is framed so as to relieve the French Government of any liability for the debts to any foreign creditor contracted by Madagascar.

The *Spectator*, referring to Madagascar, says:-

"It seems probable that France's new acquisition will cause her troubles in Europe."

The steady and old-established *Saturday Review* takes an alarming view of the Eastern situation, saying:-

"We are face to face with the fact that Russia intends to seize as much of Northern China as she can assimilate, while France is resolved to extend her empire from Siam into South-west China, and this division of territory we cannot allow."

Nearly all the English newspapers refer seriously to the political crisis, and the apparent isolation of Great Britain and the policy pursued by Russia in the Far East, as well as the future steps France may take. People here are gradually becoming convinced that British diplomacy has been outmanoeuvred by Russia, and that in spite of the denials the latter country has obtained important concessions from China and is prepared to stop at nothing to compel the Japanese to evacuate Chinese territory, in accordance with the terms of the treaty of peace.

The *St. James Gazette* says:- "It is such a task to make us anxious not to lose time in getting our naval and military armaments in as complete a state of efficiency as the circumstances will allow."

BERLIN, November 2nd.

The attacks which have been made upon England in the inspired press of St. Petersburg are cordially echoed here. The notion is current that the aim of England is to paralyze the policy of Russia in Eastern Asia by reaping the Turkish question. The German Government does not doubt for a moment that Russia has obtained extensive concessions in the Chinese territory of Manchuria, but with all the central European powers, Germany does not regret this, but is really pleased. Russia has forced a field

TARIFF CONVENTION BETWEEN GREAT BRITAIN AND JAPAN.

YOKOHAMA, Nov. 22nd.

The Supplementary Convention, provided for in the Revised Treaty between Great Britain and Japan, having been concluded and ratified, the ratifications were exchanged yesterday at the Foreign Office in Tokyo, their Excellencies Marquis Saloni and Sir Ernest Satow representing the High Contracting Parties. It will be remembered that the purpose of this Supplementary Convention, as defined in the Protocol to the Treaty, was to convert the *ad valorem* duties mentioned in the new Tariff into specific duties, as far as possible, the basis for such conversion being the medium prices, as shown by the Japanese Customs Returns during the six calendar months preceding the date of the protocol, together with the cost of insurance and transportation from the place of production, purchase or fabrication to the port of discharge, as well as the commission, if any. The Convention was to have been concluded before the 15th of January in the present year—that is to say, within six months from the date of the Protocol—but it has been found impossible to finish the work in that time, owing to the immense increase of abnormal functions devolving on the Japanese Foreign Office in connection with the war, an extension of time until July 15th of the present year was agreed upon. The Convention having been concluded by that date, was duly ratified, and the ratified document having arrived from England on the 14th inst., ratifications were exchanged on the 15th. It may be presumed that the final settlement of this question will promote the progress of the negotiations now going on with other European Powers.—*Yokohama Mail*.

BERLIN, November 2nd.

This has been a week of Court (and public) ceremonies. Two somewhat sensational incidents occurred on Monday at the swearing in of recruits at Potsdam. One of the recruits, a man named Kallwies, a Mennonite from Dalkehon, East Prussia, refused to take the oath, and was instantly arrested by order of the Emperor and carried off to a dungeon. This occurred in the presence of the King of Prussia, who was visiting his Imperial Majesty, and as the King failed to grasp the meaning of the incident the matter was explained to him by the Emperor.

The second incident consisted in the extraordinary remark of the evangelical pastor, who warned the recruits that they must not only think of "Wacht am Rhein," but also of "Wacht am Weichsel." This utterance, levelled against Russia, has caused a great deal of surprise, and it is rumoured that the Russian Embassy has reported the matter to St. Petersburg.

At the swearing in of the Berlin, Spandau and Charlottenburg recruits on Thursday, the public was rigorously excluded, a cordon of police preventing all approach to the place where the ceremony took place. This precautionary measure has been severely commented upon, but it was due to the special order of the Emperor, who, moreover, verbally expressed his satisfaction to the police president, and distributed nineteen documents to various police officers who had displayed zeal upon recent occasions and upon this occasion.

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LONDON, November 2nd.

Conspicuous among the guests of the Lord Mayor's banquet were the Lord Chancellor, the Recorder, the Marquis of Lansdowne, Lord James Horford, the Chancellor of the Exchequer, the president of the Board of Trade and the president of the Board of Agriculture. The Marquis of Salisbury was among the last to arrive, as the Prime Minister had been considered the guest of honor, and after his arrival the trumpets sounded and the march to the tables spread in the Guildhall began.

The feature of the banquet was the enthusiastic manner in which the Marquis of Salisbury was received. When the Premier arose to speak the cheering lasted for several minutes. He began his address by saying that when he last spoke in London it was just after a general election at which the electors had expressed their opinion about the present government, and he spoke tonight after a still more decisive expression of opinion given concerning that measure. The electors had spoken in terms which could not be mistaken, and all could rest assured that no dismemberment of the empire would be countenanced. The position of the members of the House of Lords had also been more exactly defined.

The only passage which could be construed as a suggestion of a withdrawal to the East. Evelyn referring to the recent reports in regard to Russia, the Premier said:-

"We can equal any proposal that may be made as regards war or commerce in that direction, and we may look with equanimity upon any person who thinks he can exclude us from that fertile region."

The other speeches of the evening were unimportant. The Marquis of Lansdowne responded to the toast of the Marquis of Salisbury, and the Spanish Ambassador for the Foreign Ministers, and Lord Russell for the judges.

The diplomats of Europe are still tossing upon the sea of uncertainty. Throughout the week the political outlook has been murky and threatening to a degree not experienced for such a length of time in years past. The *Times* in a leading article on this subject yesterday, which is attracting much attention, said:- "England can brook no more of this 'situation'."

The above remark is a certain degree of sum up a situation which for Great Britain is perplexing and dangerous beyond exaggeration.

It is reported on trustworthy authority that the *Carina* has been submitted to the Czarist Government and is now in a very critical condition. A conference of physicians has been held, and the doctors have told the Czar to be prepared for the worst. The danger of death is from the shock of the operation.

King Khama, of Southern Africa, after supplanting Nampela Khan of Afghanistan, as the lion of the hour, has in turn taken a back seat and King Carlos of Portugal now has the lead in attraction in royal and other circles. His Majesty was the guest of the Prince of Wales at Sandringham, where they are entertained by a large party, since shortly after arriving in London from Germany on Tuesday last until yesterday evening, when, after enjoying a day's shooting on Thursday, King Carlos started for Balmoral in order to visit the Queen.

ROME, Nov. 2nd.

The Marquis Benoit, sacripante of the pontifical noble guard, will start as special messenger to the United States immediately after the papal satellite, the delegate to the Roman Catholic church in the United States, the official representative of his Christian as cardinal. The marquis will take the carriages and horses, which will be put on the newly made cardinal by Cardinal Gibbons, of Baltimore.

LONDON, Nov. 2nd.

The Prince of Wales' birthday is being celebrated to-day in this city, at Windsor and at Sandringham with the customary royal honours, and to-night the west end of London will illuminate

HERR VON BRANDT.

Our Tientsin correspondent, writing on the 25th says:- "You will find some news in the *Peking and Tientsin Times* about Herr von Brandt, which I gave to you some time since. Herr von Brandt comes here as Chief Commissioner of Trade, and you will, no doubt, understand what that means."

The *Peking and Tientsin Times* referring to Herr von Brandt says, under the heading of "The Situation":-

There can be no doubt that Germany is prepared to utilize the situation for furthering her commercial interests on a grand scale. The prime mover of the German Commercial Commission, in we hear, a gentleman of very high rank and great diplomatic ability. We allude to the statement that His Excellency Herr von Brandt has accepted the post of Commercial Ambassador or *San Tai Zi*. We are not able to define his Excellency's position clearly, but the very fact of his appointment and acceptance shows that the "commercial and industrial situation" is considered to be of gigantic importance. There are symptoms, which forebode that the Germans are going to take "the reform enterprise," to which they have frequently alluded in former issues, their business with East, and we are therefore long to come to the conclusion that the German Empire will be a long time to come, but as a consequence of her late experiences, and the further evolution of ideas formerly incalculated on her mind by Western men of business, a desire has sprung up to be able to manufacture her own raw material by machinery, and to design and construct for herself all materials and mechanical appliances for peace and war requirements.

To create and develop this progressive principle in the Chinese nature with a view to the commercial advantage seems to be the main object of the German enterprise. The pioneers of which, we hear, are at present proposing industrial enterprises of great magnitude to the Chinese government.

At the banquet held in the Gordon Hall on the occasion of Herr von Brandt's departure, it was justly remarked that he had done all his work in the East, and we are therefore not at all surprised that he has given up his *offitum cum dignitate* in order to lead a flourishing career in the efforts of a long and highly useful career.—*Mercury*.

CONCENTRATION IN Peking.

SHANGHAI, November 29th.

Changes of some importance are being carried out in Peking in the name of the Emperor. The power of the T'ungli Yamen is being seriously curtailed, and the Ministry of War, which is already assuming charge of the provincial arsenals from the Viceroy's previously concerned, is also to take charge of the foreign relations of China in all important matters. It will also have control of the main railways which are to be built sooner or later; in fact, this Board of Six, or *Tu-pan-chün-wu-ch'ü* (督辦軍務處), proposes to supersede the Grand Council, and be the great administrative board of the Empire. Its present members are Prince Kung, the *Tu-pan* or President, the sixth and only surviving son of the Emperor Tao Kuang; Prince Li, *Hsiang-an* or Co-President, chief of one of the eight "iron-capped" families, which helped to conquer China in the middle of the 17th century; Wang Tung-ho (Chinese), President of the Board of Revenue; Li Hsiang-tzu (Chinese), President of the Board of Rites; Hsi Fu (Chinese), President of the Board of War; and Jung Lu (Manchu), Commander of the Peking Gendarmerie, and now the principal favourite of the Emperor, not even excepting Kang Yi, ex-Governor of Kuangtung. It will be noticed that Li Hsiang-tzu's name does not appear on this important roll, and it would seem that his return to power is still delayed, permanently. There is not a single member of this Board who has any acquaintance with foreign affairs, except Prince Kung, who is past active work of any kind.—*N. C. Daily News*.

DIABOLICAL ATTEMPT TO SCUTTLE A STEAMER.

SHANGHAI, November 29th.

Two Nippon men, boatwain and carpenter respectively of the China Navigation Co.'s steamer *Whampoa*, Captain Goodall, were charged in the Mixed Court this morning, before the Magistrate and Mr. Scott, (British Assessor), with maliciously and wilfully damaging a water-pipe in the hold of the said steamer, thereby causing damage to the ship and cargo to the extent of £1,000, at sea, between Newchwang and Shanghai. The prisoners were arrested on a warrant issued by the British Consul in the ordinary course of things, they would have appeared before that tribunal, but the charge was too serious for the British authorities to deal with and the prisoners were accordingly sent before their own Magistrate. The evidence adduced this morning revealed a deliberate and diabolical attempt on the part of the prisoners to scuttle and sink the ship, when she was on the subject of the South-east Promontory about 200 miles from Shanghai. The prisoners on the 13th inst., on a voyage from Shanghai to Newchwang, with a general cargo. Captain Goodall stated that on the 13th inst. when the ship was in the position mentioned, he caused the ballast tank to be filled. The after-hold was closed and the prisoners were the last on board who were in that hold before it was batted down. Shortly before they left it the chief officer was down there and every thing was in perfect order. Some hours later, by the time the hold would seem to have been opened again, when three feet of water was found, and a large quantity of the cargo spoiled. Subsequently a water-pipe leading from the ballast tank to the hold was found to have a large hole in it through which the water was pouring out, and a crowbar, discovered lying close by, was found to fit exactly into the cut. There could be no doubt that the hole had been made with the crowbar. The damaged section of the pipe and some nails were exhibited to the Magistrate, who expressed himself satisfied that the hole had been cut with the bar. The prisoners did not deny the charge.

Mr. Scott—Can you assign any reason why the prisoners should have wished to sink the ship?

The Chief Officer—The only thing is this: On the voyage before last we came up from the Colonies, and at Hongkong a box of specie, containing 500 sovereigns, was found to be missing. We suspected some of the crew, and more especially the carpenter and boatwain, of being concerned in it. At Shanghai the matter was given into the hands of Sergeant Prest. We got up the prisoners and questioned them, and when the carpenter's tool-chest was searched we found a chisel that fitted exactly into the damaged lock of the treasure-room. In the Colonies the steward was put in jail for misconduct. He got into debt down there and ran away. All this might have led to the present case.

Captain Goodall—The damage was so serious that if the ship had been deeply loaded she would very soon have foundered and even as it was the vessel would have gone down had it not been found out in time.

Mr. Scott—Do you think six months' imprisonment would meet the case?

Captain Goodall—It is very light for such an offence; we were in a hole of water a couple of hundred miles off the land at the time and we all escaped with our lives only by miracle. Aik was a thousand feet's worth of cargo was destroyed. The carpenter had been falsifying the soundings all day. Just before we found the thing out he reported three inches of water in the hold, and when we went down we found more than three feet!

Mr. Scott—The Magistrate is imposing a sentence of 200 blows, a year's imprisonment and deportation. He cannot give more than a year, and if you want a more severe sentence they will have to go before a higher court where there may be difficulty in dealing with the case.

The prisoners were then removed.—*China Mail*.

THE COLONIES AND THE NAVY.

Victoria, B.C., Nov. 5th.

The obligation of the British colonies to bear a share of the burden of the defence of the Empire has been discussed with considerable warmth of late both in the Mother Country and the colonies. The reasonableness of the colonies being required to aid in maintaining the Navy has been insisted upon by many of the disponents. This has been acquiesced in on the part of the colonies, but it is contended that if Great Britain's dependencies agree to pay a share of the expense of maintaining the navy, proportionately to, say, their population, it follows that they must be allowed a voice in deciding upon the disposition of the fleet in times of peace and in times of war. To this exception is taken by some Imperialists, of whom the *London Times* is the mouthpiece. The *Times* says, in effect: Great Britain in order to protect her commerce must be supreme on the ocean. To insure this supremacy, if she did not possess a single colony in any part of the world, she must maintain a fleet superior to that of any other nation. If that fleet protect the colonies as well as the mercantile marines of the Empire, very good. That is an incidental consequence. The main object of the navy—the reason for its existence—is to protect the commerce of the nation. In order to do this effectively she must have full control of the navy. She cannot afford to divide that control with the colonies. If the colonies see fit, as a return for the protection they receive, in some way to increase the naval strength of the Empire, or to contribute towards the maintenance of the navy, they are at liberty to do so, but the sole control of the fleet must remain with the parent country. The *Times* states, or rather repeats, its position very clearly in an article on "The Colonies and the Navy" in its issue of October 19th. Discussing a letter written by Lieutenant W. E. Cretchley, the Secretary of the Navy League, which had been published in its columns, the *Times* says:-

So far as the efforts of the League are directed to the stirring up of a more active sense in the colonies of the Imperial interests represented and protected by the Imperial Navy, and to the diffusion of sound views as to the nature and condition of naval supremacy and its relation to Imperial defence, they are, in our judgment, entitled to the active sympathy and support of every patriotic Englishman.

But the question of the relation of the colonies to the navy is not yet divorced of all its difficulties and dangers, and perhaps it may not be out of season at this juncture to utter a word of caution on the subject. In the first place, we may repeat what we said on Tuesday, that it must be clearly and without hesitation understood that adequate naval defence of the United Kingdom and of the prevailing sentiment in the defence of the colonies is a by-product of that naval supremacy which is vital to our very existence as a nation. We can for this reason give no support whatever to any appeal to colonial sentiment and opinion which is founded directly or indirectly on the supposed requirements of local maritime defence. We therefore regret to find in publications of the League some disposition to treat the matter from this point of view.

On no condition can the Imperial Government, constituted as it is at present, admit the colonies to a share in the control and disposition of the naval forces of the Crown. A Federation of the Empire, if it could be accomplished, would, of course, involve the transformation of the Imperial navy into a Federal navy, controlled by a Federal Council, and we can for this reason give no support whatever to any appeal to colonial sentiment and opinion which is founded directly or indirectly on the supposed requirements of local maritime defence. We therefore regret to find in publications of the League some disposition to treat the matter from this point of view.

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Shipping.

STEAMERS.

FOR KOBE (DIRECT).
THE Steamship
"PROGRESS"
Captain P. Brandt, will be despatched for the above Port TO-MORROW, the 4th instant, at 6 A.M.
For Freight, apply to
SIEMSEN & Co.
Hongkong, 3rd December, 1895. [1669]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Steamship
"HOIHOW,"
will be despatched TO-MORROW, the 4th December.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th November, 1895. [1661]

NIPPON YUSEN KAISHA.
FOR VLADIVOSTOK, VIA SHANGHAI, CHEFOO, NAGASAKI AND KOREAN PORTS.
THE Company's Steamship
"SAGAMI MARU,"
Captain M. Cawson, will be despatched as above on THURSDAY, the 6th December, at Daylight.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 30th November, 1895. [1654]

NAVIGAZIONE GENERALE ITALIANA.
(FLORENCE & RUDOLPH UNITED COMPANIES).
STEAM FOR
SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN AND GENOA.
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE AND SOUTH AMERICAN PORTS up to CALAO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD.
ALSO
BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.
THE Steamship
"BISAGNO,"
Captain Dodo, will be despatched as above on FRIDAY, the 6th instant, at Noon.
At BOMBAY the Steamers are discharging in VICTORIA DOCK.
For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 2nd December, 1895. [1666]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).
STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, KURACHIE, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS, also to NATAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN).
THE Company's Steamship
"MARIA VALERIE,"
Captain A. Fellner, will be despatched as above on or about SATURDAY, the 7th instant.
Cargo will not be received on board after 3 P.M. prior to date of sailing.
For further information as to Passage and Freight, apply to
SANDER & Co.,
Agents.
Hongkong, 2nd December, 1895. [1536]

FOR NEW YORK, VIA SUEZ CANAL.
(To follow the Steamers Strathclyde and Glenlyde).
THE Steamship
"MONMOUTHSHIRE,"
Captain Evans, will be despatched for the above Port on or about TUESDAY, the 10th December.
For Freight or Passage, apply to
DODWELL, CARILL & Co.,
Agents.
Hongkong, 12th November, 1895. [1223]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"TELAMON,"
Captain T. Purdy, will be despatched as above on WEDNESDAY, the 19th December.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 29th November, 1895. [1648]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"ULYSSES,"
Captain Lapsley, will be despatched as above on THURSDAY, the 12th December.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 25th November, 1895. [1630]

"BEN" LINE OF STEAMERS.
FOR NEW YORK, VIA SUEZ CANAL.
(To follow the Steamers Strathclyde, Glenlyde and Monmouthshire).
THE Steamship
"BENGLOE,"
Captain Thomson, will be despatched for the above Port on or about MONDAY, the 23rd December.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 19th November, 1895. [1537]

FOR NEW YORK AND NEW ORLEANS, VIA SUEZ CANAL.
THE Steamship
"TEVIOTDALE,"
Captain Gordon, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN & Co.,
Agents.
Hongkong, 4th November, 1895. [1185]

Intimations.

THE KEY-NOTE STRUCK

BY WATKINS

TOP NOTE PRODUCERS.

(VOCAL LOZENGE.)

AND

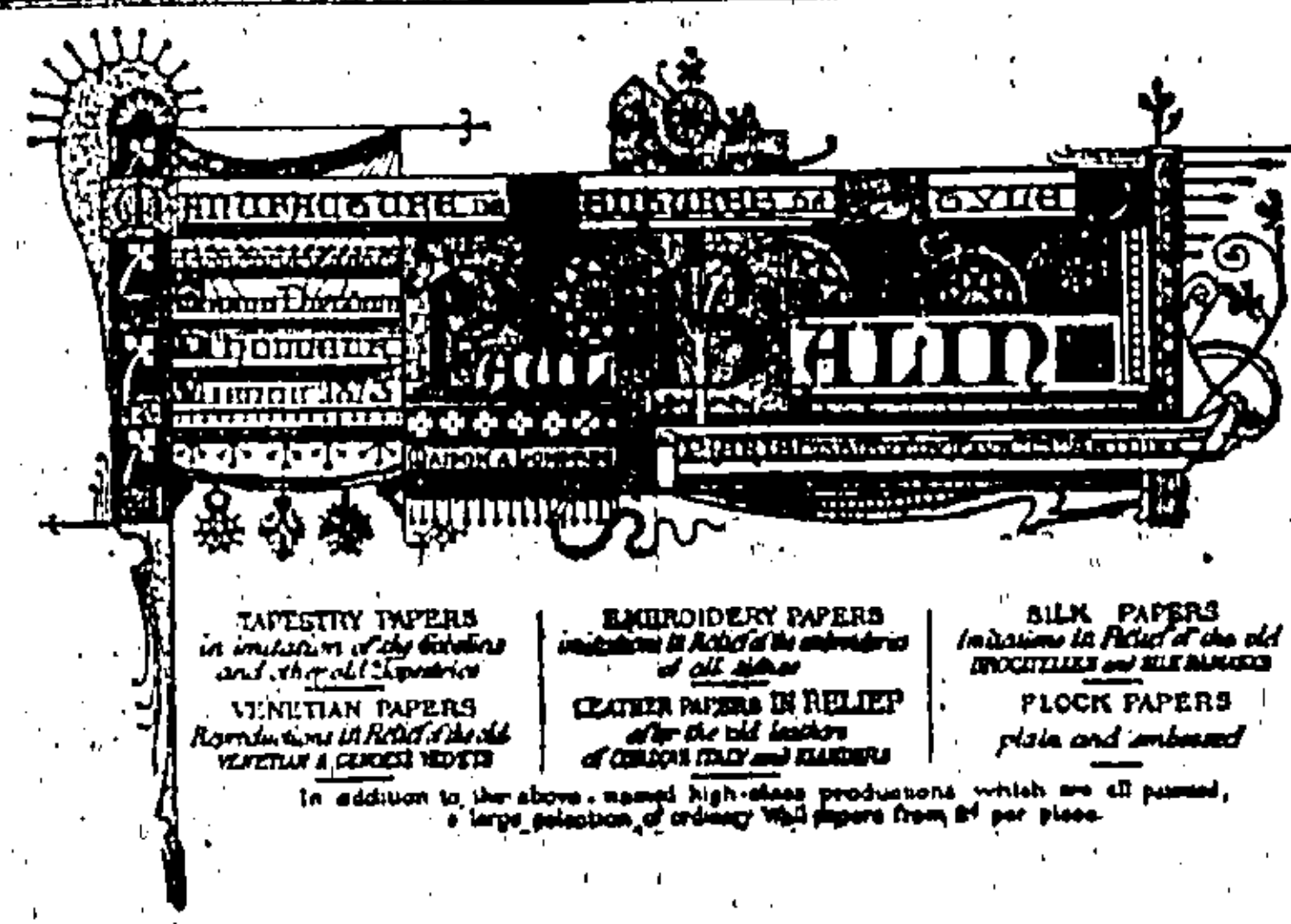
BALSAMIC COUGH LINCTUS.

CURES COUGHS AND COLDS.

WATKINS & CO.,

APOTHECARIES (HALL, 66, Queen's Road Central.

51]

Apply to JOHN D. HUTCHISON, Esq., Hongkong.
Agents for M. OPPENHEIMER & Co., Paris.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR YOKOHAMA AND KOBE.
THE Steamship
"DEVONHURST,"
Captain J. D. Reese, will be despatched on THURSDAY, the 6th December.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 30th November, 1895. [1662]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"GUTHRIE,"
Captain McArthur, will be despatched for the above Ports on SATURDAY, the 7th December, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions throughout the voyage.
A Stewardess and a duly qualified Surgeon are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, 25th November, 1895. [1631]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship
"CHELYDRA,"
Captain R. Cass, will be despatched as above on THURSDAY, the 6th December, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 30th November, 1895. [1632]

"SHELL" LINE OF STEAMERS.
FOR LONDON AND HAMBURG.
THE Company's Steamship
"EUPLECTELA,"
Captain F. Morris, will be despatched as above on or about the 7th December.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 26th November, 1895. [1533]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND SOERABAYA.
THE Steamship
"FOOCHOW,"
will be despatched on SATURDAY, the 7th December.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1895. [1613]

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"BENLAWERS,"
Captain Webster, will be despatched as above on or about the 7th December.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 26th November, 1895. [1636]

FOR BATAVIA, SOERABAYA, SAMARANG, VIA SINGAPORE.
THE Steamship
"TETARTOS,"
Captain Dine, will be despatched for the above Ports on SUNDAY, the 8th December, at 4 P.M.
For Freight or Passage, apply to
WING CHEONG & Co.,
Agents.
Hongkong, 26th November, 1895. [1634]

SAILING VESSELS.
FOR NEW YORK.
THE 100 A. I. British 4-masted Bark
"MATTERHORN,"
John Williams, Master, is now loading here for the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 8th October, 1895. [1597]

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 A.I.I. American Ship
"JOHN R. KELLEY,"
Captain Chapman, having arrived, will load here for the above Port, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 21st November, 1895. [1603]

FOR NEW YORK.
THE 3/3 L.I.I. American Ship
"EMILY F. WHITNEY,"
Parsons, Master, shortly expected from SHANGHAI, will load here for the above Port, and will be despatched by end of December.
THE "100 A. I. Steel 4-Masted Bark
"TORRISDALE,"
Buchanan, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 21st November, 1895. [1609]

Consignees.

"PINILLOS" LINE OF STEAMERS.
FROM GLASGOW, ANTWERP, BARCELONA, CADIZ AND MANILA.
THE Steamship
"MANILA,"
having arrived from the above Ports, Consignees of Cargo by her from Europe are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the 9th instant will be subject to rent.
No Fire Insurance will be effected.
Consignees are requested to present all Claims for damages and/or shortages not later than the 15th instant, otherwise they will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 2nd December, 1895. [1670]

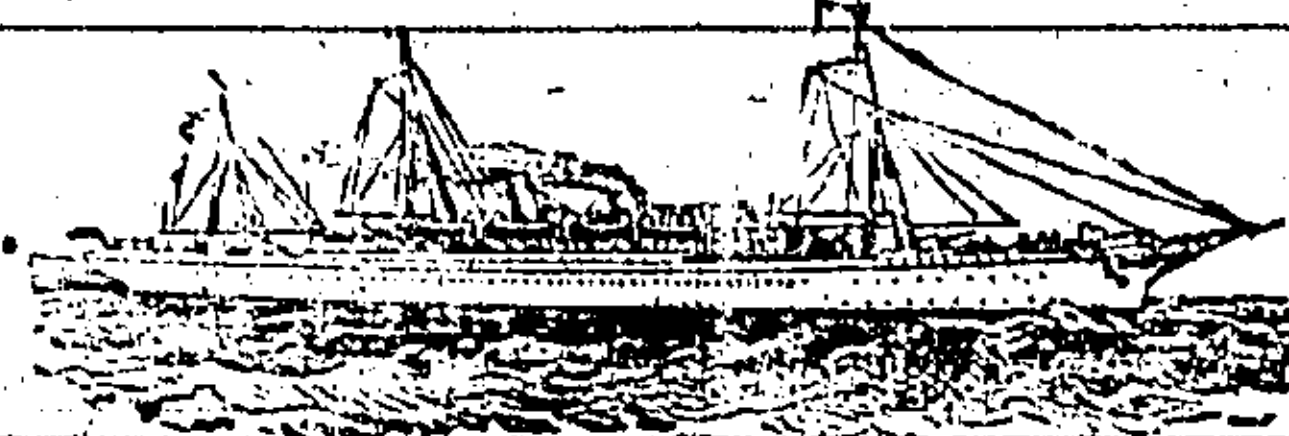
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"CHELYDRA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after 4 P.M. of the 3rd December, will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 30th November, 1895. [1632]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.
FROM GLASGOW, MANCHESTER, LIVERPOOL, PENANG AND SINGAPORE.
THE Company's Steamship
"CHINGWO,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriters before Noon on the 6th December, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 6th December, at 3 P.M.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th December will be subject to rent.
Optional Cargo will be surveyed and valued by the company's surveyors before 5 P.M. TO-DAY.
Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 9th November, 1895. [1649]

Rails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.



1895.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R. WEDNESDAY, 25th December.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd January, '96.
EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th February, '96.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pender's Street.

Hongkong, 26th November, 1895.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Peru (via Nagasaki, Kobe, Inland Sea & Yokohama) Tuesday, 17th Dec., at Noon.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 4th January, at Noon, 1896.
City of Peking (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 25th January, at Noon, 1896.

THE U. S. Mail Steamship
"PERU,"
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 17th Dec., at Noon, taking Passengers, and Freight for Japan, the United States, and Europe.

Steamers of this Line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC, DENVER, and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 14th November, 1895. [12]

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. S. VAN BUREN, Agent.
Hongkong, 14th November, 1895. [12]

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Hongkong, 14th November, 1895. [12]

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. S. VAN BUREN, Agent.
Hongkong, 14th November, 1895. [12]

Rails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.
HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Victoria 3.167 | Tuesday ... | Dec. 4.
Hankow 3.594 | Tuesday ... | Dec. 24.
Tacoma 3.549 | Tuesday ... | Jan. 14.
Victoria 3.167 | Tuesday ... | Feb. 11.

THE Steamship
"VICTORIA,"
Captain J. Pantou, R.N.R., sailing at Daylight, on WEDNESDAY, the 4th December, will proceed to VICTORIA, B.C., and TACOMA, (Wash.), via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information as to Passage or Freight, apply to
DODWELL, CARILL & Co.,
General Agents.
Hongkong, 3rd December, 1895. [4]

NORDEUTSCHER LLOYD.
NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prussia Monday ... | 10th Dec.
Sachsen Monday ... | 6th Jan.
Gera Monday ... | 3rd Feb.

ON MONDAY, the 9th day of December, 1895, at 3 P.M., the Company's Steamship "PREUSSEN," Captain Hagen, with MAIL PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 7th Dec. Cargo and Specie will be received on board until Noon on MONDAY the 9th Dec., and Parcels will be received at the Agency's Office until Noon on SUNDAY, the 8th Dec. Contents of Packages are required. No Parcel Receipts will be signed for less than 10 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation, and carries a Doctor and a Stewardess. Linen can be washed on board.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 15th November, 1895. [1553]

Intimations.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN LA-HOUE ROAD.
IS now in a position, in his New and Commodious Premises, to eclipse, as before, ALL PHOTOGRAPHIC ART, PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS a speciality.
H. Mee Cheung, 2nd September, 1894. [1287]

DENTISTRY.

MR. SUI SANG, (Lately Practising with Dr. L. SAMATA), DENTIST,
No. 55, Queen's Road Central.
Hongkong, 2nd November, 1895. [1562]

SIEN TING, SURGEON DENTIST.

No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
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